

**CHAZALON & CO.**  
MAKERS  
AND  
FRENCH  
RESERVES  
IMPORTERS.  
4, QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1846

**St. GEORGE'S BUILDING**  
**DISS BROS.**  
Tailors.

No. 13,657

號四十四正年七零百九千一英

HONGKONG, MONDAY, JANUARY 14, 1907.

日一初月二十年午戊

PRICE, \$3.00 Per Month

## SHERRIES.

**PALE PINO:**  
Cordon de Torres Cabrera ..... \$12.00.  
**DINNER SHERRY:**  
Cordon de Torres Cabrera ..... 16.00.  
PER CASE OF 1 DOZEN QUARTS.

**MACGOWEN, FRICKEL & CO.,**  
1815 3, DUNDRELL STREET.

## Intimations.

**WHO'S WHO**  
IN THE  
**FAR EAST.**

THE  
ONLY BOOK OF REFERENCE  
WHICH GIVES  
**BIOGRAPHIES**

OF THE  
**PROMINENT MEN OF**  
**THE FAR EAST**  
IS NOW ON SALE  
Price ..... \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—  
**6, QUEEN'S ROAD CENTRAL,**  
Hongkong.

**THEATRE ROYAL**  
**CITY HALL.**

**THE**  
**ST. GEORGE'S A.D.C.**

(By Special Arrangement with  
Mr. BANDMAN)

will produce a FAROE in THREE ACTS

Entitled

**'ARE YOU A MASON?'**

BY

**E. FROHMAN AND GEORGE**

**EDWARDS**

TO-NIGHT!

(MONDAY), JANUARY 14.

Doors Open at 8.30 P.M.

Performance at 9 P.M.

Booking at the ROBINSON PIANO CO.

**PRICES:** ..... \$3, \$2, \$1.

Soldiers and Sailors in Uniform Half Price

to Pit Stalls, and Pit.

Late Trans to the Park after each Per-

formance.

Hongkong, January 14, 1907. 16

**VICTORIA RECREATION CLUB.**

**GO-AS-YOU-PLEASE RACE.**

TO be held on January 26. Entries (\$1)

close on January 15.

Further particulars and course can be

obtained from the Undersecretary.

**FRANK JAMBERT,**

Gen. Secretary.

c/o Messrs CALDWELL, MacGREGOR & Co.,

15, Queen's Road Central.

Hongkong, January 12, 1907. 84

**NOTICE.**

**OWNERS** and/or Consignees of Cargo

on Board the S.S. **KWONG HO**

on the 18th September, 1906, when she

was sunk in the Typhoon, of that date,

are hereby informed that the Cargo is being

put into junks alongside the S.S. **KWONG**

**HO** as she now lies near Lau Chi Kok

and Oyster and/or Consignees are hereby

required to identify their Goods and take

delivery of same prior to the 15th instant,

after which date all UNCLAIMED CARGO

which is saleable will be SOLD to destroy

expensed of removal, and the Remainder

will be destroyed.

**THE SHIU ON STEAMSHIP CO.,**

LIMITED.

Hongkong, January 12, 1907. 89

**THE NETHERLANDS LLOYD OF**

**AMSTERDAM & ROTTERDAM.**

**FIRE AND MARINE INSURANCE COMPANY.**

**THE** Undersecretary, Agents for the

Company are prepared to

ACCEPT RISKS at current rates.

**LUTGENS, EISENBERG & Co.,**

Agents.

Hongkong, January 1, 1907. 12

**NOTICE.**

**THE INTEREST AND RESPONSIB-**

**ILITY** of Mr. ROBERT HUNTER

**BRUCE** in the Firm ceased on 31st

December, 1906.

We have Admitted Mr. WILLIAM

WILSON and Mr. RICHARD NIKU-

LAUS ONLY Partners in our Firm from

this date.

**TAIT & Co.**

Amoy, January 1, 1907. 4

## Business Notices.

### INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE  
OF CORROSION IN BOILERS.  
**W. S. BAILEY, Sole Agents.**

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,363 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,363 tons, Captain B. Branch.  
s.s. KINSHAN, 1,998 tons, Captain J. A. Lossius.  
s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY, LIMITED.

#### Hongkong-Macao Line.

s.s. SUI-TAI, 1,851 tons, Captain G. H. Morrison.  
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and

at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,

leaving Hongkong at 9 a.m. from Douglas Wharf.

Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m. On Sundays

at 8 a.m. and 3 p.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 2,19 tons, Captain E. H. Granger.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 588 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

HOI-KEE MANHONG, (First Floor) opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

## NOTICE.

THE ANNUAL MEETING of the  
MEDICAL MISSIONARY SOCIETY  
IN CHINA will be held in the Society's  
Medical College Amphitheatre, Canton,  
on THURSDAY, January 17, at 3 p.m.  
Business:—Election of Officers, bearing  
Receiving of Reports, &c. A full atten-

dance of Members is requested.

**R. H. GRAVES, President.**

**GEO. H. MONROE, Secretary.**

Canton, January 10, 1907. 74

**THE CHINA PROVIDENT LOAN**

**AND MORTGAGE COMPANY,**

LIMITED.

THE TENTH ORDINARY ANNUAL

MEETING OF SHAREHOLDERS in the

Company will be held at the OFFICES

of the Company, St. George's Building,

No. 6, Connaught Road, on SATURDAY,

26th January, 1907, at 11.30 a.m., for the

purpose of receiving a Statement of

Accounts and the Report of the General

Managers for the year ending 31st Decem-

ber, 1906, declaring a Dividend and electing

a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from WEDNES-

DAY, the 23rd January, until SATUR-

DAY, the 26th January, 1907, both days

inclusive.

**SHEWAN, TOMES & Co.,**

General Managers.

Hongkong, January 8, 1907. 68

**THE HONGKONG LAND RECLAMA-**

**TION COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that the

SIXTH ORDINARY MEETING

OF SHAREHOLDERS in this Company

will be held at the COMPANY'S

OFFICES, Victoria Buildings, on SATUR-

DAY, the 26th January, 1907, at 12 o'clock

Noon, for the purpose of receiving the

Report of the Directors together with a

Statement of Accounts for the year ending

31st December, 1906.

REGISTER OF SHARES of the Com-

pany will be CLOSED from FRIDAY, the

18th January, to SATURDAY, the 26th

January (both days inclusive), during which

period no Transfers of Shares can be

Registered.

By Order of the Board of Directors,

**MOWBRAY & NORTHCOLE,**

Secretaries.

Hongkong, January 11, 1907. 75

## FOR SALE

(FOR A FEW DAYS ONLY.)

A Choice Collection of

**RARE OLD CHINA.**

Comprising:—

VASES, PLATES, CUPS, BOWLS

and FIGURES; in Blue and White and

5 Colours.

Also,

JADE and CRYSTAL ORNAMENTS

and SNUFF BOTTLES.

All Articles are Guaranteed

Genuine.

No. 4, QUEEN'S ROAD (Entrance in

DUNDRELL STREET).

May be sold in one lot if desired.

Hongkong, January 11, 1907. 70



## MAGISTRACY.

A MEETING of HIS MAJESTY'S  
JUSTICES OF THE PEACE will be  
held at the Magistrate's, at 2.15 p.m., on

TUESDAY, the 22nd January, 1907, for

the purpose of considering the following

application under the Liquor Licences Or-

dinance, 1898, viz.:—

From one, PAZACK ROBERTS for an

adjunct license to sell by retail in-

oxicating liquors on premises num-

bered 90 and 92, Queen's Road West,

under the sign of 'THE WESTERN

HOME.

**C. D. MELBOURNE,**

Police Magistrate.

Hongkong, January 8, 1907. 63

## WANTED IMMEDIATELY.

A CLERK who can write well and has

good knowledge of accounts.

Apply, with testimonials, to

**GENERAL MANAGER,**

**VACUUM OIL COMPANY,**

King's Buildings.

Hongkong, January 9, 1907. 68

## CLEARANCE SALE

AT CHEAPEST PRICES.

SILVER WARE, IVORY, JAPANESE

TEA SETS, LACQUERED WARES,

CHINESE PORCELAIN, AND

CHINESE SILK HANDKERCHIEFS,

etc., etc., etc.

**KANG LEE & Co.,**

No. 4, Queen's Road Central,

Opposite CONNAUGHT HOTEL.

Hongkong, December 17, 1906. 2410

## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO

THE MANAGER.

## THE WORLD'S NEWS

(SAI KAI KUNG YIK FO.)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and

South China.

Seasons Mention for Chinese

ADVERTISING.

BOOKS MADE HALF TONING.

PRINTING A SPECIALTY.

Orders Promptly attended to

181, DES VUEX ROAD CENTRAL.

Hongkong, March 12, 1906. 623

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

### BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.







**GEO. ANGUS & CO.**  
ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.  
Oak Tanned Leather Belting,  
Link Belting, Raw Hide Belting,  
Raw Hide Cords, &c.  
CANVAS ROPE, COTTON BELTING,  
"HAIR" BELTING.  
WORKS—BENTHAM, LANCASTER.

**ADMIRALTY QUALITY INDIA  
"RUBBER SHEET" (Hydraulic)**  
THE "RED ANGUS" SHEET.  
All Genuine Goods stamped with  
our Trade Mark.  
Agencies in Colombo, Bombay,  
Rangoon, Shanghai, &c.

**ADMIRALTY QUALITY INDIA  
"RUBBER SHEET" (Hydraulic)**  
THE "RED ANGUS" SHEET.  
All Genuine Goods stamped with  
our Trade Mark.  
Agencies in Colombo, Bombay,  
Rangoon, Shanghai, &c.

**THERE IS NO DOUBT  
THAT**  
where there's a "Fruit Salt" has been taken in the earliest stages  
of a disease it has innumerable instances prevented a serious  
illness. The effect of  
**ENO'S "FRUIT SALT"**  
upon any diseased, sloping, or foreign condition is simply  
marvellous and unsurpassed. In fact it  
**IS**  
**NATURE'S OWN REMEDY**  
CAUTION.—Beware of cheap imitations. ENO'S "FRUIT SALT"  
otherwise you have the sincerest form of flattery—IMITATION.  
Prepared only by J. C. ENO, Ltd., "FRUIT SALT" WORKS, LONDON, E.C.4.  
Sole by Chemists and Stores everywhere.

**To Let.**  
**TO LET—FURNISHED.**  
No. 5, MACDONNELL ROAD, from  
15th April next.  
Apply to M. S. NORTHCOLE,  
c/o THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, January 12, 1907. 28

**TO LET—FURNISHED.**  
FROM 15th APRIL  
No. 5, LYERMOON VILLAS, Kow-  
loon. Facing Lyceum Pass.  
Electric Light and a Telephone.  
Apply to "CHINA MAIL" Office,  
Hongkong, January 10, 1907. 72

**TO LET—(WELL FURNISHED)**  
BIRNAM BRAE, CONDUIT ROAD.  
Eight-roomed House—Billiard Room,  
with full-size Table, 3 Bath-rooms,  
Drying Room, Store-room and Pantry.  
Good Tennis Lawn, Electric Light and  
Bells, and a Telephone. For 6 or 8  
months, from 1st April.  
Apply to G. M. B.,  
Care of "CHINA MAIL" Office,  
Hongkong, January 4, 1907. 39

**Dentistry.**  
**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.  
ELECTRICAL and Latest Improved  
Appliances.  
51, QUEEN'S ROAD CENTRAL.  
1378

**Dr. M. H. CHAUN,**  
THE LATER METHOD OF AMERICAN  
SYSTEM OF DENTISTRY.  
37, DES VEXES ROAD CENTRAL.  
From the University of Pennsylvania,  
U.S.A. 1386

**S. E. NORTON,**  
Surgeon-Dentist.  
No. 14, D'ARQUER STREET.  
TERMS VERY MODERATE.  
Consultation Free. 628

**To Let.**  
**TO LET OR FOR SALE.**  
New House on MOUNT KELLET,  
5 ROOMS, on Rural Building Lot No. 117.  
No. 3 and 5, ARBUTHNOT ROAD.  
Apply to  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, January 2, 1907. 1718

**TO BE LET—FURNISHED.**  
FROM the 2nd week in April next  
"IAN MOR" PEAK ROAD, Six  
good Rooms, 3 Bath Rooms, Drying and  
Store Rooms, grass tennis court. Moderate  
rental to good tenant.  
Apply to  
**HUMPHREYS ESTATE & FINANCE**  
CO., LD.  
Hongkong, December 18, 1906. 2417

**TO LET ON LEASE.**  
FROM 1st JANUARY, 1907.  
Nos. 6, 8, 10, 12 and 14, HOLLY-  
WOOD ROAD.  
Nos. 1, 2, 3, 4 and 5, SUN WAI LANE.  
Apply to  
**ARRATON V. APGAR & CO.,**  
45, Wyndham Street.  
Hongkong, October 24, 1906. 27

**TO LET.**  
**A HOUSE IN KNITSFORD TER-  
RADE, KOWLOON.**  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
Hongkong, August 1, 1906. 20

**TO LET.**  
**NO. 1, WEST END TERRACE, SHA-  
MUSE, HONGKONG.**  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
Hongkong, December 10, 1906. 19

**TO LET.**  
**IMMEDIATE POSSESSION.**  
**NO. 4, MOSQUE JUNCTION, Road**  
\$15.00.  
Apply to  
**LOWE & BINGHAM,**  
St. George's Buildings,  
Hongkong, December 22, 1906. 22

**ADVERTISE**  
**ADVERTISE**  
**ADVERTISE**

**TO LET.**  
**2 CAMERON VILLAS, PEAK.**  
7, DES VEXES VILLAS, PEAK.  
75, WYNDHAM STREET.  
Beaumont Road, Fine Shops,  
Offices and Dwelling Rooms.  
15, QUEEN'S ROAD CENTRAL, Top Floor  
(over Caldwell, Macgregor & Co.).  
17A, QUEEN'S ROAD CENTRAL, Rooms  
on Front Part, Top Floor (over Achew's  
& Co.).  
**BELLIOS TERRACE HOUSES,** Ro-  
binson Road.  
**GLENWOOD, CAINE ROAD,** suitable for  
a Boarding House or Club.

**TO LET.**  
**A HOUSE IN WONG NEI CHONG  
ROAD.**  
OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWN on PRAYA ROAD.  
**A HOUSE IN CLIFTON GARDENS,  
Conduit Road.**  
**A HOUSE IN RYTON TERRACE,  
FLATS in MONTEIRO TERRACE.**  
**"RAINFURY," CONDUIT ROAD.**  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**  
Hongkong, December 11, 1906. 24

**"The Life of Trade."**  
A ONE-TIME order, like one blow of the  
hammer on the head of the nail, makes  
an impression, but it is only the con-  
tinuous insertion of the advertisement.  
like the continuous pounding on the  
head of the nail, that drives the argu-  
ment home and clinches it.  
**The BEST Mediums for**  
**Advertising are**  
**"THE CHINA MAIL,"**  
**"OVERLAND**  
**CHINA MAIL,"**  
**AND THE**  
**"HONGKONG WEEKLY."**  
**Read by all Classes in the Colony.**  
**Established over Half-a-Century.**  
**WASHING BOOKS.**  
(In English and Chinese)  
**WASHERMAN'S BOOKS,** for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, 50 Cents.  
China Mail Office, 5, Wyndham Street.

**TO LET.**  
**THE PREMISES known as No. 199,  
WANCHAI ROAD, now occupied by  
Messrs. Macdonnell & Co.'s Engineering  
Works. Possession, 1st February, 1907.**  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
Hongkong, January 4, 1907. 28

**TO LET.**  
**FULLY FURNISHED—FROM APRIL 15th.**  
**ALTEDENA, BARBER ROAD, the Peak.**  
Seven Rooms, with ample Bath and  
Drying Room.  
Apply to  
**J. S. VAN BUREN,**  
c/o MESSRS. YOUNG KENNEDY & CO.  
Hongkong, January 3, 1907. 35

**TO LET.**  
**FROM 1st DECEMBER, 1906.**  
**YALTA, MOUNT KELLET PEAK.**  
Apply to  
**HARRY WICKING & CO.,**  
St. George's Buildings.  
Hongkong, November 3, 1906. 22

**TO LET.**  
**TWO FOUR-ROOMED HOUSES, at  
PRAYA EAST, near East Point.**  
**JARDINE, MATHESON & CO.**  
Hongkong, January 3, 1906. 18

**TO LET.**  
**(ENTIRE IN WHOLE OR IN PART).**  
**THE GROVE, having 20 Rooms, with  
detached out-houses and kitchens,  
situated in ROBINSON ROAD, Kowloon.**  
Well ventilated; with Electric Lights and  
Bells completely installed.  
Apply to  
**B. M. HAZELAND,**  
35, Queen's Road Central,  
or to  
**WING ON, Contractor,**  
104, D'ARQUER STREET.  
Hongkong, January 10, 1907. 26

**SECOND EDITION.**  
**HISTORY OF THE OUTRIGERS OF  
INDIA, BURMA, SIAM, THE MALAY  
PENINSULA, CAMBODIA, ANNA, THAILAND,  
COCHIN and JAPAN.**  
Illustrated by the Society of the  
Missionary Enterprise.  
Translated by EDWARD HANLEY PARKER  
and  
Reprinted from THE CHINA REVIEW.  
Price 50 Cents.  
For Sale at THE CHINA MAIL OFFICE,  
5, Wyndham Street.

**BRITISH SHIPPING.**  
**An Optimistic Speech.**

An optimistic speech in relation to British shipping and British trade in general was delivered recently by the President of the Board of Trade, Mr. Lloyd-George, at the chief guest at the Liverpool shipbuilders' annual dinner. Responding to the toast of his health, which was proposed by Sir Alfred Jones, and seconded by Mr. Archibald Williamson, M.P.,

Mr. Lloyd-George replied at the outset to complaints as to the belated character of consular reports and the suggestion that British consuls should render more assistance to merchants. An arrangement had been effected with the Foreign Office whereby the Board of Trade would have far more to do in future with the consular reports than they had before. The reports would in future be edited by the commercial department of the Board of Trade, and they would act then by return of post (hear hear, and laughter). The Board of Trade realised the enormous importance of getting to know at once what was going on in every part of the globe, so as to be able to advise the commercial community in regard to any change which was being effected. In respect to tariffs, they were now posting the Chambers of Commerce promptly whenever a change was notified, and were specially notifying the particular district which might be affected by the change of any particular tariff. The shipping interests of this country had not suffered by regulations, however stringent they had been that had increased the safety of life in our vessels, and had made the shipping of Britain the pattern of the world, even in humanity. He felt it of utmost importance to legislate for the shipping community, but agreed that it was inadvisable to interfere unduly with that great industry, realising that there was no industry which was subjected to keener and more ruthless competition from every quarter of the globe. In connection with the Merchant Shipping Bill he considered typical representatives of what he considered every branch of the shipping industry.

With regard to the new advisory committee which he had taken power to appoint he wished to make it a real living body. The difficulty was in finding the most satisfactory basis of representation for the various interests to be included in the constitution of that committee. He invited shipowners, ship buyers, and those whom it concerned to send him suggestions as to what they considered would be the fairest method of securing what he would wish to obtain, viz., the presence of those of those who would be regarded as the authoritative spokesmen of their class. Of course, he wanted to make it perfectly clear that these were purely nominations which he wished to secure from them. He could not, however, assent to any suggestion that the committee so constituted should be any thing more than advisory, to aid, by its experience and knowledge, the president and officials of the Board of Trade in coming to well considered decisions as to the administration of the merchant shipping laws of the country.

Alluding to the amazing growth of British shipping, he pointed out that steam tonnage of the world in June, 1906, was about 81,700,000 tons gross, and of this total the British Empire owned over 16,000,000, and the United Kingdom alone over 15,000,000 tons. "We had for some generations been ahead of other maritime nations, and there was every prospect that we would keep the lead (applause). Our shipbuilding record during the last few years was rapidly increasing the distance between us and our most formidable competitors. During the last six years we had increased the steam tonnage by four million gross tons, the total tonnage of Germany, being only 3,400,000. The sea trade of the world was increasing enormously. In six years we had added to our imports and exports—at all events we would have done by the end of this year—something like £180,000,000, and this was business which had got to be carried in ships. Out of that increase we had had the lion's share, and were capturing more than any other country of the trade of the world.

The size of the ships was going up as well. In 1901 there were 63 vessels of over 10,000 tons gross, and of these 27 were British and 24 German. This year there were 104 ships of over 10,000 tons gross of which we had 43 and Germany 27 (applause). Germany had increased her big ships by three; we had increased ours by 18. That was just our way (laughter). We were pretty slow to begin, but once we realised there was a good thing to be had we were on the spot. Of the 20,000 tons that were building four were British, two belonged to Germany, and two to the United States.

"He had confidence that Britain would render a very good account of herself in all this competition. The fact that we were more than holding our own on the sea was, to his mind, the greatest compliment they could pay to the British flag. The sea was open. There could be no treaties to divide its empire into spheres of influence. They could not set up frontiers on the sea patrolled by armed troops, nor set up customs barriers on the sea even in the most insignificant international gulf. We did on equal terms on the sea, and British flag, British brains, British skill, and British daring had beaten the world.

**His Britannic Majesty's Ships on the China Station.**

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	dispatch-voestal	1700	18	3000	Comdr. E. La T. Leatham	Singapore
Aetna	cruiser, 2nd class	4380	10	9000	Captain S. L. Vaughan Lee	Singapore
Bramble	river gunboat	710	2	800	Lieut.-Comdr. Davidson	Yangtze
Britomart	river gunboat	1070	2	800	Lieut.-Comdr. Bamber	Yangtze
Cherub	sloop	1070	6	1400	Comdr. Laird	Hankow
Clio	water tank and tug	380	—	300	—	Hongkong
Diadem	cruiser, 1st class	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Singapore
Fame	torpedo boat destroyer	380	6	5700	Capt. Dunsford	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Lieut.-Comdr. Hughes	Hongkong
Hardy	torpedo boat destroyer	275	6	4000	Capt. Grant Dalton	Wellswai
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Wellswai
Janus	torpedo boat destroyer	280	6	3800	Lieut.-Comdr. Hensler Heaton	Wellswai
Keck	cruiser, 1st class	3000	14	22,000	Capt. De Horsey	Wellswai
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil P. Murray, R.N.	Singapore
Kinshasa	river gunboat	618	4	1200	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Singapore
Moore	river gunboat	180	2	800	Lt.-Com. R. E. Vaughan	West River
Moorhen	torpedo boat destroyer	350	6	4300	Lieut.-Comdr. J. Kiddle	Wellswai
Parthenon	cruiser	2400	—	—	Capt. Woolcombe	Wellswai
Ramilius	surveying vessel	835	6	650	Comdr. O. E. Moore	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. G. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. B. T. Atlay	Yangtze
Suip	river gunboat	85	2	240	Lt.-Comdr. Lyne	Yangtze
Taku	torpedo boat destroyer	250	6	6500	Rooster	Hongkong
Tamar	receiving ship	4650	6	—	Commodore Williams	Hongkong
Tal	river gunboat	180	2	800	Lt.-Comdr. E. Secreston	Yangtze
Talisk	river gunboat	710	2	800	Lieut.-Comdr. West	Shanghai
Thetis	torpedo boat destroyer	355	6	4300	Lieut.-Comdr. Stevenson	Wellswai
Whiting	surveying ship	620	—	450	Comdr. R. W. Glanville	Wellswai
Whitcomb	torpedo boat destroyer	360	6	4900	Lieut.-Com. O. E. L. Thomas	Wellswai
Wildcock	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	160	2	800	Lieut.-Com. O. W. Wrightson	Upper Yangtze
Woodlark	river gunboat	160	2	800	Lieut.-Com. Jno. F. Knox	Upper Yangtze

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief

**Foreign Men-of-war on the China and Japan Station.**

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Station
Kaiser Franz Josef	Austro-Hungarian cruiser	4300	18	9000	Capt. Ferdinand Bülby	Hongkong
Panther	Austro-Hungarian cruiser	3550	12	8000	Captain E. Koeber	Singapore
Achiron	French armoured cruiser	1700	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-boat	—	—	—	Commodore Kerihuel	Cape St. James
Argus	French gunboat	123	—	500	Lieut. Usnel	Canter
Carondelet	French gunboat	645	10	150	Lieut. H. B. B.	Salon
Decidie	French gunboat	11,242	18	5000	Capt. Tracot	Salon
Enteustean	French cruiser	3885	14	5500	Comdr. Amet	Kiungking
Duquesne	French armoured cruiser	10,014	28	20,000	Lieut. Coquelin	Salon
Dupleix	French sub-marine	—	—	—	Lieut. Garreau	Hongkong
Esturgeon	French destroyer	308	7	6300	Lieut. Saint-Salme	Hongkong
Francisque	French destroyer	350	7	303	Captain Hildan	Salon
Fronde	French cruiser	8275	28	20,500	Lieut. Fortier	Salon
Gueydon	French cruiser	200	6	508	Lieut. Corloner	Haiphong
Guichen	French gunboat	307	7	300	Comdr. Sagot-Duvaux	Salon
Henri Barile	French destroyer	1250	6	2200	Commodore Simon	Salon
Jacquin	French cruiser	—	—	—	Lieut. Armbruster	Salon
Jareline	French sub-marine	9700	12	19,600	Capt. Mari	Salon
Kersaint	French cruiser	307	6	500	Capt. Grollier	Salon
Lynx	French destroyer	—	—	—	Capt. de Chemin	Chungking
Montcalm	French destroyer	—	—	—	Lieut. Laviere	Tongku
Mosque	French gunboat	—	—	—	Lieut. de Reinach Warth	Hongkong
Pello	French gunboat	—	—	—	Lieut. Glorieux	Salon
Pistole	French torpedo-boat	350	7	300	Lt. Vincent de Brichignas	Salon
Portee	French sub-marine	—	—	—	Comdr. Labal	Salon
Rapier	French torpedo boat	9497	—	6071	Capt. Dupres	Salon
Redoutable	French gunboat	1796	10	1700	Capt. Torguon	Salon
Sabre	French gunboat	250	6	4500	Lieut. Bignon	Hongkong
Sfax	French gunboat	6150	23	4500	—	—
Taklong	French destroyer	123	7	560	—	—
Takou	French battleship (reserve)	—	—	—	—	—
Yanban	German flag-ship	11,000	28	14,000	Captain Wilkens	Hongkong
Vigilante	German gunboat	1000	10	1300	Comdr. Baron von M. H. H.	Tsingtau
Furst Bismarck	German gunboat	900	10	1300	Comdr. Blobe	Hongkong
Janus	German cruiser	4000	—	—	Capt. Wilhelmshaven	Hongkong
Leipzig	German gunboat	850	10	1344	Comdr. Bolken	Hongkong
Luchs	German gunboat	1008	8	875	Comdr. Lubbert	Tsingtau
Mowe	German cruiser	—	—	—	Capt. Winchel	Tsingtau
Niebu	German torpedo-boat	—	—	—	Capt. Hans W. Muller	Tsingtau
Taku	German torpedo-boat	900	10	1500	Capt. Lieut. Walker	Tsingtau
Tiger	German gunboat	170	5	1300	Capt. Lieut. Gubler	Canton
Tingtau	German gunboat	—	—	—	Capt. Lieut. von Bulow	Yangtze River
Vaterland	German gunboat	—	—	—	Capt. Lieut. Ferboni	Yangtze River
Vorwa	Italian cruiser	3900	—	—	Capt. Marone	Salon
Calabria	Italian cruiser	3200	10	7471	Captain Borne Ricci	Shanghai
Elba	Italian cruiser	3800	—	—	Captain Franchini	Shanghai
Masce Polo	Italian cruiser	2498	29	7000	Capt. Pasotto	Hongkong
Vesuvio	Italian cruiser	2145	—	—	Baron de Saint Pierre	Hongkong
Adama	Portuguese cruiser	1960	14	4000	Captain d'Antes Ribeiro	Macao
Rio Lima	Portuguese gunboat	720	—	—	Captain Carvalho	Macao
Arayat	U.S. gunboat	420	7	5600	Ensign A. S. Shoup	Philippines
Baltimore	U.S. torpedo-boat destroyer	4600	—	—	Lieut. Woodward	Japan
Barry	U.S. cruiser	470	7	8000	Capt. Sargant	Manila
Callao	U.S. torpedo-boat destroyer	400	10	218	Lieut. Irwin	Hongkong
Chattanooga	U.S. cruiser	3100	25	4500	Ensign Guy Willock	Canton
Chancellory	U.S. torpedo-boat destroyer	420	7	2900	Commodore Alex. Sharp	Manila
Cincinnati	U.S. cruiser	3210	19	7500	Lieut. R. P. Jewett	Manila
Colorado	U.S. battleship	13,500	—	—	Comdr. J. M. Robinson	Manila
Concord	U.S. gunboat	8710	—	—	Capt. S. Staunton	Philippines
Dacater	U.S. torpedo-boat destroyer	420	7	8000	Comdr. C. J. Boush	Manila
Decatur	U.S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Elcano	U.S. gunboat	560	10	8000	Comdr. H. Rodman	Philippines
Pennsylvania	U.S. battleship	13,500	—	—	Capt. R. O. McClan	Manila
Marland	U.S. battleship	13,500	—	—	Capt. R. B. Ingalls	Manila
Monmouth	U.S. gunboat	890	6	3000	Comdr. W. F. Coffin	Manila
Pampanga	U.S. gunboat	201	3	250	Captain Loran	Yokohama
Parana	U.S. gunboat	201	3	250	Ensign J. W. Hayward	Canton
Pathfinder	U.S. gunboat	690	—	—	Ensign A. H. Reed	Hongkong
Queros	U.S. cruiser	4000	14	—	Comdr. H. Stead	Manila
Raleigh	U.S. cruiser	3210	18	7500	Lieut. G. G. Tamm	Manila
West Virginia	U.S. flag-ship	13,500	—	—	Capt. F. P. Fletcher	Manila
Williams	U.S. gunboat	1247	3	500	Lieut. F. L. Pridgen	Manila
Wisconsin	U.S. gunboat	1897	8	1894	Commodore W. L. Rodgers	Manila
	U.S. battleship	12,000	60	12,000	Captain Franklin J. Drake	Manila

\* Flagship of Rear-Admiral J. H. Dayton.

\* Flagship of Vice-Admiral Richard, Commander-in-Chief.

\* Flagship of Rear-Admiral de Biquet, Second-in-Command.

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CHYLON : W. M. SMITH & Co., TY  
AGENCY : Co., Colombo.

**BEFORE GOING HO**

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THE "WONG KOL"

Salvage Work Commenced.

On inquiry at the Norddeutscher Lloyd Superintendents' office this morning it was learned that the salvage party that recently set out for the spot near Cape Varella, where the "Wong Kol" is stranded, had arrived safely and commenced work. The Dock Company's launch "Robert Cooke" is in attendance and so favourable are the chances of salvage that it is expected that a telegram will be received within the next day or so to state that the steamer has been refloated and is on her way to Hongkong for repairs.

AN INSURANCE CLAIM.

A Non-Suit.

In the Supreme Court this morning the case in which Sun Kwong Lee sued the Commercial Union Insurance Company for \$5,000 was under an insurance policy, was continued.

Mr. W. W. Slade (instructed by Mr. E. J. Grist) represented the plaintiff and Hon. Mr. H. B. Pollock, K.C. (instructed by Mr. H. Hutcheson) appeared for the defendant.

Mr. Pollock pointed out, after the evidence had concluded, that the plaintiff seemed to think Mr. W. H. T. Davis (agent for the Commercial Union Insurance Company) required strict proof than was necessary, but he was entitled to require further evidence, further statements and additional vouchers. In this case there were several discrepancies between the account books and receipt books, and unless Mr. Davis had called for further proof he would have failed to perform his duty as agent. Mr. Davis asked for further evidence. This was the first time in ten years that the Commercial Union had appeared in Court as defendants, although there had been several hundreds of claims made for fire losses.

Mr. Slade—Many witnesses have been heard. Mr. Davis—Shove me in the witness box! The Chief Justice—This is not necessary on the point.

Mr. Pollock contended that the fact that all the claims had been met showed that the defendants were not unreasonable, and now that the matter was before the Court, could it be said that the plaintiff's explanation was satisfactory? Could it be said after the investigation that the plaintiff, though they were ably represented by Mr. Slade, had substantiated their claim? Mr. Pollock submitted that the answer must be "No."

Extraordinary attempts had been made to get over the difficulty of cash sales and there were 66 discrepancies between the cash and receipt books. It was also curious that the cash sales, time after time, amounted to even hundred or hundreds of dollars, especially in view of the entries examined in the book of a witness—some of the cash sales in that case amounted to even figures. It had been put forward that the plaintiff had reduced their claim by \$3,000 in order to secure immediate settlement, but there was no evidence as to it. He submitted that the plaintiff could not succeed in their claim and referred to clause 12 of the policy which gave the agent power to ask for further vouchers, etc., and rendered the policy void if the agent's request was not complied with.

Mr. Slade submitted that the plaintiff's sworn evidence in the witness box was direct evidence of the value of his stock at the time of the fire, and in reply to that the defendant set up a case of fraud on the books alone. There was no other evidence. In the receipt books saved all the receipts were not included; it could not be denied that there were other receipt books. "Falsification" in the policy meant a statement made with a deliberate purpose to show that more goods were in stock than actually were. It did not mean a mistake nor did it mean the fraud of a servant against the master. The ones of proof was on the defendant and they had to prove against the Managing partner. Had they proved anything more than that the two books did not agree? Mr. Slade did not think so. Even were the misstatements proved they would not come within the meaning of "Fraud and false statement" unless they were fraudulent misstatements.

On the question of further proof, Mr. Slade contended that it was the duty of the agent or director to indicate on whatever points they desired further evidence. The Insurance Companies could not take up a position and wear out the purse of the claimant by demanding masses upon masses of evidence. It was not reasonable to require duplicate vouchers for a full year, when they had before them the points on which they required substantiation.

Mr. Pollock pointed out the request for vouchers was limited to three months. The Chief Justice non-suited the plaintiff, remarking that on the discrepancies he could not hold that the plaintiff had proved their case. On the question of fraud he held that discrepancies did not show fraud; they were certainly untrue statements. He had suggested that the policy might be split up into separate contracts but his suggestion had not been accepted. If it were found that the law supported that suggestion, steps could be taken to apply it to the present case. He did not anticipate much difficulty with the Insurance Company. The Chief Justice did not think the Insurance Company was justified in refusing possession of the plaintiff's books after the demand by the plaintiff's solicitor.

THE ROYAL VISIT.

The following correspondence has been exchanged regarding the Royal Visit.

From the Colonial Secretary to Sir Paul Chater, K.C.—Sir—Referring to my letter of the 21st December last, I am directed to forward copies of the telegraphic correspondence noted in the margin on the subject of the approaching visit of Their Royal Highnesses the Duke and Duchess of Connaught, together with a draft programme setting forth the arrangements that it is proposed to make for Their Royal Highnesses' entertainment, during the first two days of their stay.

Telegram from the Governor, Hongkong, to the Secretary of State, London, dated 2nd January, 1907. Community of Hongkong desire to present Address of Welcome to H. R. H. Duke of Connaught and Duchess on landing; and give public ball in honour of Their Royal Highnesses. Native Community also desire to give theatrical entertainment one afternoon during visit of Their Royal Highnesses, more especially to Her Royal Highness the Duchess and Princesses. Please telegraph whether proposed arrangements would be acceptable.

Telegram from Governor, Hongkong, to the Secretary of State, London, dated 6th January, 1907.

Referring to my wire of 3rd. instant despatching Statutes of His Majesty the King and His Royal Highness Prince of Wales anxious His Royal Highness Duke of Connaught should unveil Statues during visit. Please ascertain whether His Royal Highness graciously consents.

Telegram from the Secretary of State, London, to the Governor, Hongkong, dated 7th January, 1907.

Your telegram of 3rd January fully appreciated. His Royal Highness thinks recommendation preferable to ball. Their Royal Highnesses will, if time permits, attend afternoon performance given by native community in their honour. Please send to meet them Colombo and Singapore programme of proposal.

Telegram from Secretary of State, London, to the Governor, Hongkong, dated 8th January, 1907.

His Royal Highness will be glad to unveil statues His Majesty the King and Prince of Wales during visit if time permits. Please programme.

WEDNESDAY, the 6th February, 1907. 9 a.m. Presentation of Address from the Community. 12 Noon. Unveiling of Statues of H. M. the King and H. R. H. the Prince of Wales. 1 p.m. Luncheon at Government House. 6.30 p.m. Music at Lodge Meeting. 8 p.m. Dinner at Government House. 10 p.m. Reception at Government House.

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MACAO EXCURSIONS.

New Steamers Running.

Yesterday morning the "Sui An" made her first Sunday excursion to Macao and took a fair number of passengers. Leaving Douglas Wharf at 9 a.m. the "Sui An," which is an eleven knot boat, made the run across in good time landing her passengers in time for 11.15 a.m., excepting those who availed themselves of the time arrangements on board. A couple of hours' sight-seeing or a run round fan-tan ships filled the interval before the "Sui An's" departure for Hongkong at 3 p.m. Coming back equally fast time was made and the vessel did up at the wharf at a reasonable hour. The popularity of these short trips, whereby passengers are landed in time for dinner, is well assured and now that the Hongkong, Canton and Macao Steamboat Company has secured the two Yangtze River Steamers—"Sui An" and "Sui Tai"—a regular service will be maintained in future until further notice.

The "Sui An" is a comfortable steamer with good accommodation for a total of 1200 passengers—first, second and third class. The appointments of the ship are well up to the mark of river steamers, the saloon, in particular, being cosy. Taking the boats all-round they are welcome additions to the passenger service and will no doubt soon be hailed as the most popular boats on the run. Of course there is plenty of cargo space on the lower deck and in this respect consignors of cargo will, no doubt, receive every satisfaction.

The new boats have been offered by well-known members of the Company's service.

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SPORTING.

Yachting.

ROYAL HONGKONG YACHT CLUB.

A south-westerly wind coming up about 12.15 yesterday allowed the yachting fixtures to be brought off in reasonable time, and with a certain degree of pleasure.

The One-Design class, of the Royal Hongkong Yacht Club, had to recall their fifth club race round a mark off Chaiwan, round North Fairway buoy, back to the mark off (all harbour) and home. The tide was dead against the boats on the beat down, and the fleet straggled.

Sprits obtained the lead from the first followed by Kathleen, close up, with Min, Bonito and Colleen some distance away. There was no change in positions during the long port-tack until the first mark was rounded. Sprites still held the lead from Kathleen, Min being third, Bonito fourth and Colleen fifth. Spinnakers were set for the reach to the North Fairway buoy, and after rounding Sprites made the final mistake of going stern to the start line, while Kathleen, with the opposite course, and getting up an excellent position to windward that she was about a minute ahead of Sprites round the mark, and increased her lead on the run home.

Bonito, who got into third place, had the misfortune to touch the final mark and was thus put out of the race. Min and Colleen being the winners. The race finished in a dying breeze, Kathleen being first, Sprites second, Min third, Colleen fourth. The marks now stand as follows:

SPRITES ..... 24  
KATHLEEN ..... 31  
MIN ..... 13  
COLLEEN ..... 12  
BONITO ..... 9

THE COURTESY YACHT CLUB.

On Saturday afternoon the Courtesy Yacht Club held two races, one for the One-Design class for the Commodore's Cup and the other for the Handicap class for the Jervis Trophy. Both races were over the following course:—Police Pier to Kowloon Rocks (starboard), to Meyer's East buoy (port) to Lyseum Beacon (port) and back to Police Pier. The handicap races were sailed off at 2.15 and the One-Design at 3.30.

One-Design Class: All the boats started, viz., Gael (Mr. M. McEwen), Nina (Mr. E. M. Haselund), Ashore (Mr. J. Hand), Joan (Mr. E. B. Shepherd), Ariel (Mr. J. D. Kinnaird), Thelma (Mr. W. A. Onks), Meta (Mr. A. McKirby) and Fas (Captain Warren and Lieut. Dymock).

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SPORTING.

Yachting.

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The One-Design class, of the Royal Hongkong Yacht Club, had to recall their fifth club race round a mark off Chaiwan, round North Fairway buoy, back to the mark off (all harbour) and home. The tide was dead against the boats on the beat down, and the fleet straggled.

Sprits obtained the lead from the first followed by Kathleen, close up, with Min, Bonito and Colleen some distance away. There was no change in positions during the long port-tack until the first mark was rounded. Sprites still held the lead from Kathleen, Min being third, Bonito fourth and Colleen fifth. Spinnakers were set for the reach to the North Fairway buoy, and after rounding Sprites made the final mistake of going stern to the start line, while Kathleen, with the opposite course, and getting up an excellent position to windward that she was about a minute ahead of Sprites round the mark, and increased her lead on the run home.

Bonito, who got into third place, had the misfortune to touch the final mark and was thus put out of the race. Min and Colleen being the winners. The race finished in a dying breeze, Kathleen being first, Sprites second, Min third, Colleen fourth. The marks now stand as follows:

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## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

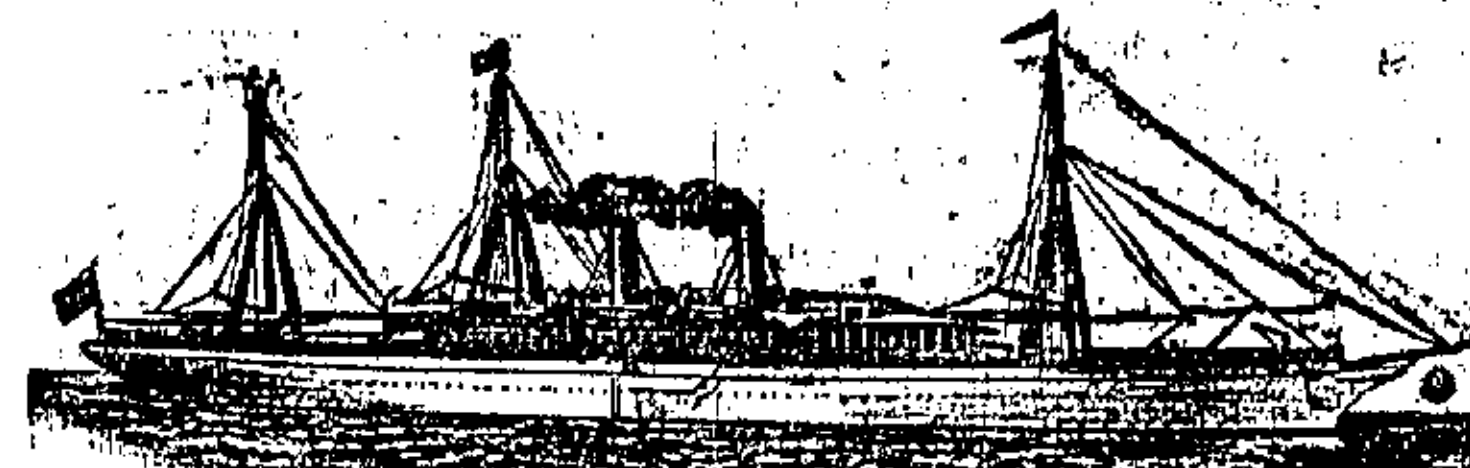
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP, NUBIA	.....	About 16th	Freight and Passengers
VIA MARSEILLES	.....	January	.....
SHANGHAI AND JAPAN	.....	About 20th	Freight and Passengers
.....	.....	January	.....
LONDON, VIA USUAL PORTS	.....	Noon, 28th	See Special
.....	.....	.....	.....

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule of 11 Days across the Pacific is the 'EMPERESS LINE'. SAVINGS 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS.	HONGKONG TO VANCOUVER.
R.M.S. EMERESS OF CHINA	6000 TONS THURSDAY, Jan. 17, 1907, Feb. 4.
MONTAGUE	6163 TONS WEDNESDAY, Jan. 23, 1907, Feb. 10.
EMERESS OF INDIA	6000 TONS THURSDAY, Feb. 14, 1907, March 4.
ATHENIAN	3883 TONS WEDNESDAY, Feb. 20, 1907, March 10.
EMERESS OF JAPAN	6000 TONS THURSDAY, Mar. 14, 1907, April 1.
TARTAR	4425 TONS WEDNESDAY, Mar. 27, 1907, April 10.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON	KANAGAWA MARU, Capt. M.J. Curran, Tons 6000	WEDNESDAY, 23rd Jan., at Daylight.
AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU, Capt. W. Wale, Tons 6200	WEDNESDAY, 8th February.
VICTORIA, B.C., and SEATTLE, WASH., VIA SHANGHAI, MOI, KOBE & YOKOHAMA.	IYO MARU, Capt. W. Thompson, Tons 6200	TUESDAY, 22nd Jan., at 4 p.m.
.....	KAGA MARU, Capt. A. Christensen, Tons 6300	TUESDAY, 5th February.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNS, NIKKO MARU, VILLE and BRISBANE.	YAWATA MARU, Capt. H. Harrison, Tons 4500	FRIDAY, Jan. 25, at Noon.
.....	NIKKO MARU, Capt. E.W. Haswell, Tons 5600	FRIDAY, 22nd Feb., at Noon.
NAGASAKI, KOBE and NIKKO MARU, YOKOHAMA.	NIKKO MARU, Capt. E.W. Haswell, Tons 5600	THURSDAY, 24th Jan., at Noon.
ROMBER, via SINGAPORE, PENANG, MADRAS and COLOMBO.	GEYLANG MARU, Capt. Fyne, Tons 5000	FRIDAY, 18th January.
KOBE AND YOKOHAMA.	BEINGO MARU, Capt. F.L. Sommer, Tons 6200	SATURDAY, 26th January.
SWATOW & BANOKOR.	OHIDAR, Capt. Augensen	FRIDAY, 18th January.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passengers, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, Fish Market, Canton Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

## MINNESOTA - DAKOTA

28,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

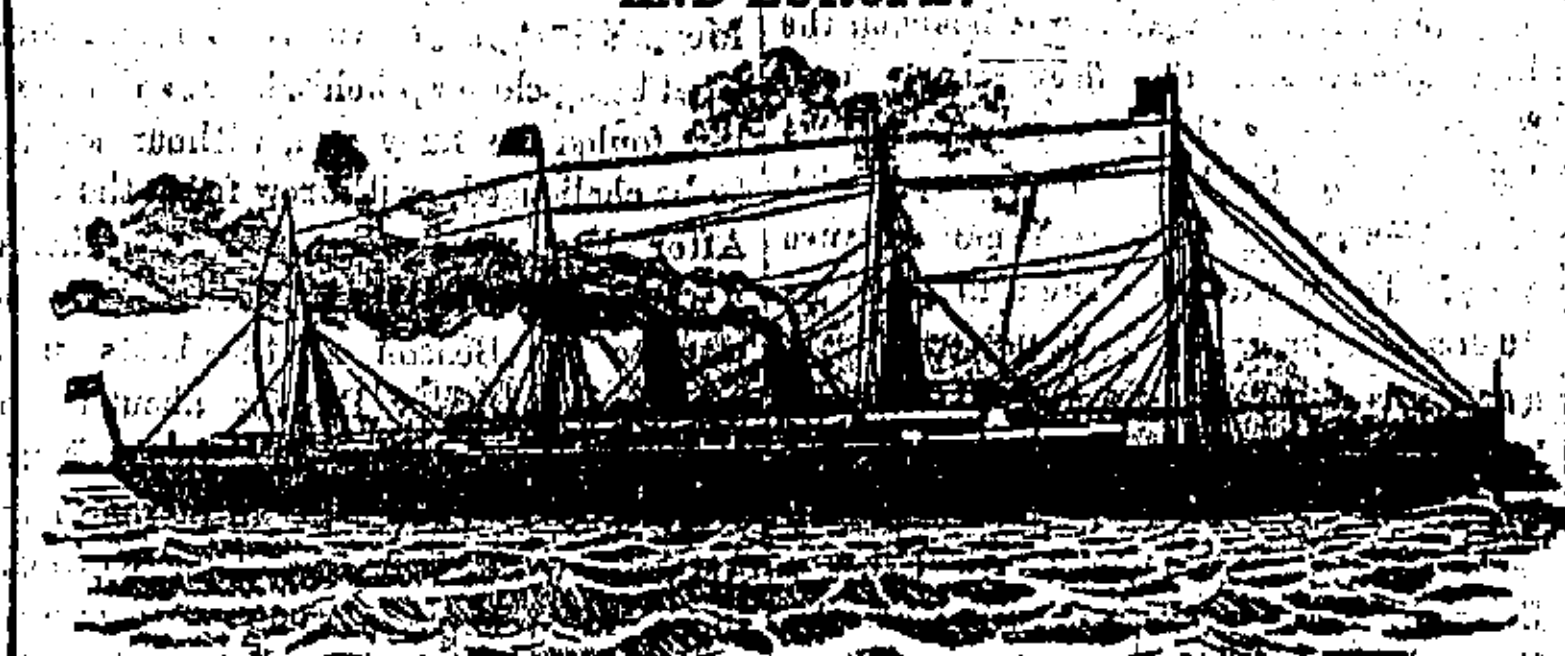
## Sailing Dates Subject to Change.

MINNESOTA	Captain C. F. Axtell	On TUESDAY, 19th FEBRUARY, 1907.
DAKOTA	Captain E. FRANKLIN	On SATURDAY, 30th MARCH, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.  
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.  
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For passengers to carry baggage, passengers from 21st class are interchangeable with regular mail line between Japan, China and Hong Kong.  
For full information regarding freight and passenger apply to NIPPON YUSEN KAISHA, Agents.

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## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	SAILING DATES.
SIBERIA	18,000 Gross Tons, TUESDAY, 15th Jan., at Noon.
CHINA	10,200 " " TUESDAY, 22nd Jan., at Noon.
MONTECALA	27,000 " " TUESDAY, 29th Jan., at Noon.
NIPPON MARU	11,000 " " TUESDAY, 5th Feb., at Noon.
DORIO	9,500 " " FRIDAY, 8th Feb., at Noon.
COPTIC	9,500 " " SATURDAY, 9th Feb., at Noon.
HONGKONG MARU	11,000 " " TUESDAY, 12th Feb., at Noon.
KOREA	18,000 " " FRIDAY, 15th Feb., at Noon.
AMERICA MARU	11,000 " " TUESDAY, 19th Feb., at Noon.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-20th, 1906; 4 days, 19 hours.  
San Francisco to Yokohama, via SIBERIA, calling at Midway Island and Honolulu en route, August 16th-31st, 1906; 15 days, 18 hours.  
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 23 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 15th January, 1907, at Noon, taking cargo for Japan and the United States.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.  
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDING.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO. PORTLAND, OREGON.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOI, KOBE & YOKOHAMA, FOR

## OREGON RAILROAD &amp; NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP.	Tons.	Captain.	To SAIL ON.
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NUMANTIA ..... 4370 ..... FELDMANN ..... January 14, at 4 p.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR

STEAMERS	TO SAIL
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WEIHAWEI & CHEFOO ..... 15th Jan. 15, at Noon.

MANILA ..... 15th Jan. 15, at 4 p.m.

SHANGHAI & CHINKIANG ..... 15th Jan. 15, at 4 p.m.

SWATOW, AMOY, NINGPO & SHANGHAI WU ..... 15th Jan. 15, at 4 p.m.

CHINA & HOLLAND ..... 15th Jan. 15, at 4 p.m.

YOKOHAMA & KOBE ..... 15th Jan. 15, at 4 p.m.

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SHANGHAI ..... 15th Jan. 15, at 4 p.m.

MANILA ..... 15th Jan. 15, at 4 p.m.

CHINA & HOLLAND ..... 15th Jan. 15, at 4 p.m.

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SHANGHAI ..... 15th Jan. 15, at 4 p.m.

## Shipping.

## IMPERIAL GERMAN MAIL LINES.



## NORDDEUTSCHER LLOYD-BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT ID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH

AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
SEYDLITZ	WEDNESDAY, 16th Jan.
PRINZ HEINRICH	WEDNESDAY, 23rd Jan.
ONISENAU	WEDNESDAY, 30th Jan.
PRINZEN	WEDNESDAY, 6th Feb.
PRINZEN ALICE	WEDNESDAY, 13th Feb.
SACHSEN	WEDNESDAY, 20th Feb.
PRINZ LUDWIG	WEDNESDAY, 27th Feb.
ZIBTAN	WEDNESDAY, 6th Mar.
PRINZ ROBERT LUTFOLD	WEDNESDAY, 13th Mar.
PRINZ STEFAN FRIEDRICH	WEDNESDAY, 20th Mar.
BAVERN	WEDNESDAY, 27th Mar.
PRINZ HEINRICH	WEDNESDAY, 3rd Apr.

Conveying (H. H. The King of Siam) carrying second-class Passengers only.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain Dewena, with MAILED, PASSENGERS, SPECIE and CARGO will leave this Port at above calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 14th January. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 15th January, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar	281.0.0.	242.0.0.	225.0.0.
Return	21.0.0.	63.0.0.	33.0.0.
To Southampton, London, Bremen and Hamburg	65.0.0.	44.0.0.	24.0.0.
Return	97.0.0.	64.0.0.	36.0.0.
To New York via Suez	64.0.0.	44.0.0.	26.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
To Bremen or Southampton	68.0.0.	46.0.0.	27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Southampton or London, the same rates as to be applied as via Naples, Genoa, or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOBE VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHORST, MATPOI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES.
MANILA	17th Feb. FRIDAY, 1st Feb., 1907.
PRINZ WILHELM	17th Feb. THURSDAY, 28th Feb., ..
PRINZ SIGISMUND	17th Feb. THURSDAY, 28th Mar., ..



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
**MARSEILLES & LONDON,**  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.,  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi)	London (1 day later)
Colombo		Marseilles & London	2 days earlier	
ARCADIA 7000	Jan. 26, 1907	INDIA 8000	Feb. 23	Mar. 2
DELTA 8000	Feb. 9	MONGOLIA 10000	Mar. 9	Mar. 16
DEVANHA 8000	Feb. 23	BYNANHA 7000	Mar. 23	Mar. 30
DELHI 8000	Mar. 9	MAMORA 10000	Apr. 6	Apr. 13
Macedonia 10500	Mar. 23	Through to		
		Marseilles and London		
		(via Bombay)		
MALTA 8000	Apr. 6	MOLDAVIA 10000	May 4	May 11
ARCADIA 7000	Apr. 20	HIMALAYA 7000	May 18	May 25
DELTA 8000	May 4	VICTORIA 7000	June 1	June 8
DEVANHA 8000	May 18	INDIA 8000	June 15	June 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following—

### INTERMEDIATE (Non-Transit) Steamers

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	Hongkong	London
* NUBIA 7000	Jan. 16	Mar. 4
* BORNEO 7000	Jan. 30	Mar. 18
* JAVIA 7000	Feb. 13	Apr. 1
* NYANZA 7000	Feb. 27	Apr. 15
* MANILA 7000	Mar. 13	May 1
* NILE 7000	Mar. 27	May 15
* JAPAN 4500	Apr. 10	May 28

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.  
For further particulars, Apply to

E. A. HEWETT,  
Superintendent.

## HAMBURG-AMERIKA LINIE.

### PASSENGER SERVICE.

By the new steamers *Edmund* and *Hohenzollern*. These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, midship, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at Naples & Plymouth. In addition to the above steamers, the s.s. *Sierra* and *Scandia* carry first-class passengers. Return tickets issued at reduced rates, through tickets issued to New York, via Naples, Southampton and Hamburg.

### NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
for Shanghai, Kobe & Yokohama.	for the Straits, Colombo, Aden, Suez, Port Said, Naples, Plymouth, Havre, and Hamburg.
SCANDIA 1st Feb.	AMBRIA 18th Jan.
HABSDURG 3rd Mar.	SPEZIA 27th Jan.
	SILSIA 8th Feb.
	SAMBA 15th Feb.
	SAXONIA 22nd Feb.
	SCANDIA 29th Mar.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA

Steamers	Tons	Captains	To Sail.
SHAWMUT 9000		E. V. Roberts	February 5, 1907.
TREMONT 9000		T. W. Garlick	February 20, 1907.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for First and Second Class Passengers. The large saloon is a pleasant saloon with electric fan in each room. Barber's shop and wash-stand. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information Apply to

Dodwell & Co., Limited,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.

## Shipping.

# PASSENGER SEASON 1907.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH STEAMER

## MARSEILLES & LONDON,

VIA COLOMBO AND BOMBAY.

## THE S.S. 'MACEDONIA.'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 23 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42 Second Saloon, and to London £65 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

For	Steamers	To Sail.
SHANGHAI	YANGTSE	TUESDAY, Jan. 15, Daylight.
SINGAPORE, PENANG, (ONANG) AND CALCUTTA	WEDNESDAY, Jan. 16, at 3 P.M.	
MANILA	YUENSANG	FRIDAY, Jan. 18, at 4 P.M.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (Via Ching Wan Tao) and Yangtze River.  
+ Taking Cargo on Through Bills of Lading to Kuantan, Lahad Dato, Singapore, Swatow, Canton, Amoy, and Lahan.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	WEDNESDAY, 16th Jan., at Daylight.	

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample, Unparalleled Table.

+ Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply to the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

## Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (30 p.)

Subscription, Daily (postage extra), 10 Cents 60 p.m.

Advertisements: For inch (8 lines), 10 Cents 1 line insertion: 10 Cents 4 weeks: 30 Cents 1 month: 50 Cents 3 months: 100 Cents 6 months: 150 Cents 1 year: 250 Cents

\* Cargo only.

A unique feature of the "Bangkok Times" is its Siam version. Thus the Siam version is enabled to talk to the Siam in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Library communications should be addressed to the Editor. Business communications to the Manager. Correspondence and Post Office Orders in favour of Manager, "Bangkok Times."

Order booked by Manager, China Mail.

Hongkong, January 10, 1907.

## THE FREIGHT MARKET.

Meat-Lambs and Hogs report under date of January 12.

The advent of the new year has not so far helped to improve the freight market. There are plenty of boats, and offers are few and far between; business obtainable is in every instance of a very poor description, leaving but little margin—if any. The result is the same as before, a fair amount of tonnage is therefore kept idle. A tendency to consider home-freights is again showing, and some more steamers have thus been disposed of while others will follow when they can get a suitable freight in the home direction, several are actually resting.

Saigon to Hongkong, business has been less lively during the term under review, owing to a lower market locally for rice, and rates have continued rolling at between 11 and 12 cents only, small and medium size, while large boats have been altogether neglected. Saigon to Japan, there is some slight demand for February. While firm offers at 28 to 29 cents would probably secure tonnage, usual range of ports between Nagasaki and Yokohama, 1 port, it appears that Japan prices do not allow of so much being paid, and charterers hold for a lower rate. There are also, for prompt and later loading, some enquiries from Saigon to the Philippines; in this direction too the rates quoted are not attempting, and below owners' and agents' ideas, but some chartering is expected to be brought off. Saigon to Singapore has had another fixture at 13 cents.

From Bangkok, the outside boat was reported for natives' account at 25/18 cents. This, while "liners" are said to be more than sufficient to supply present wants, as cargo is anything but plentiful owing to temporary small arrivals of grain and some currency trouble in Siam whereby export trade from Bangkok is hampered.

Concerning the new Bangkok crop: From a well informed source we hear that every thing points to a bad rice season; the new crop is expected to be only about 30% of an average crop; as a compensation, however, it is estimated that about 30% of the present crop has been kept back in country, so that about 60/65% of an average season may be available for shipment.

From Java here, another charter is said to have been done for prompt, for dry and wet sugar, at probably last rate.

From the North, we have very poor reports. Trade from the river is practically dead.

From Japan, some of the large local importers have been and are employing our Japanese tonnage to a large extent, leaving hardly any business for outsiders. It is reported that Japanese tonnage is kept at low as 1/2 per ton lately, for the trip from Moji to this.

Wakamatsu to Canton, after a fixture up North at \$1.30 there has been a settlement here at \$1.85; part-cargo to this at \$1.30.

To London at Hongkong for Chinkiang, a boat is said to have been closed in Shanghai, at probably 31/15 per ton.

On monthly basis, nothing doing.

## NOTICES TO CONSIGNEES.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP LYKA.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No fire insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,  
General Agents.

Hongkong, January 10, 1907.

PAIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship CHINA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No fire insurance will be effected by us in any case whatever.

S. SILVERSTONE,  
General Agent.

Hongkong, January 11, 1907.

HAMBURG THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, F.M. Customs.

With Woodhouse.

(Reprinted from the China Review.)

One of the Best Steamer Lines of the world.

Price ... 50 Cents.

CARGO MAIL Office, 5 Wyndham Street, Hongkong.

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.

(Reprinted from the China Mail. To be had in pamphlet form at this Office, 5 Wyndham Street.)

Price 50 Cents.

Hongkong, January 10, 1907.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

Sterling Reserve ... \$10,000,000

Silver Reserve ... \$10,000,000

RESERVE LIABILITY ... \$10,000,000

PROFITABLE ... \$10,000,000

COURT OF DIRECTORS:—

G. H. HADFIELD, Esq., Chairman.

G. B. BAKER, Esq., Deputy Chairman.

G. B. BAKER, Esq., Deputy Chairman.

Hon. Mr. W. J. Goss, Esq., Deputy Chairman.

Hon. Mr. W. J. Goss, Esq., Deputy Chairman.

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Hon. Mr. W. J. Goss, Esq.,



## ENTERTAINMENTS AT CANTON.

(From Our Correspondent.)

Canton, Jan. 11.  
Lovers of music in Canton experienced a great treat on the evening of the 4th inst., when the Band of the "Fürst Bismarck," who came up from Hongkong on S.M.S. "Luchs," gave a concert in the Canton Club Theatre. They in no way belied their reputation of being one of the best bands on East. The audience, though not very large, was keenly appreciative and at the close of the evening voted the concert one of the best ever heard in Canton.

The weekly Cunderella dance took place on Tuesday last, and though there was somewhat of a deficiency of the fair sex, the dance passed off agreeably.

Last night a Variety Show was given in the Theatre by the well-known Rameziales, and it may be said that their performance was quite on a par with similar shows at Home. Especially pleasing was in excellent taste and entirely free from any taint of vulgarity, and harmless fun and mirth being the key-note of the entertainment. The Rameziales proceeded on the way to Swatow, Amoy and Fouchow. They will probably stay some days in Shanghai, and it is believed, intend to visit the Northern ports somewhat later.

## VOLUNTEERING.

## The Sanders' Cup.

On Saturday afternoon the 15 pounder B. L. gun competition was held on the Volunteer Parade ground. Major. A. Chapman (Acting Commandant) and Captain Thompson, R.G.A., were the judges, while Sergeants White and Windsor, both of the R.G.A., were also in attendance.

The competition is one for Half-Companies of the Volunteers, but of the four Half-Companies only three put in an appearance—Left Half No. 2 Company, Captain Skinner, being absent. Of the others Right Half No. 2 and Left Half No. 1 turned out in strong force, but the turn-out for Right Half No. 1 was extremely poor. Out of over forty men only ten turned out—eight gunners and two corporals; not a sergeant put in an appearance. Captain D. Macdonald and Lieut. Plummer and Kennet were present.

In turn each Half Company brought the guns in position, ranged them on a given target and went through the general firing drill, the officers meanwhile being examined in ranging etc. An imaginary cavalry attack was repulsed and the gun limbered up and pulled away.

We understand that the competition between Right Half No. 2 and Left Half No. 1 was close, but that Right Half No. 2 won. Right Half No. 1 was third—out of three Half Companies competing.

## To-day's Advertisements

HONGKONG ST. ANDREW'S SOCIETY.

## A SCOTCH CONCERT

To Celebrate the Anniversary of the Birth of Robert Burns, will be held in St. GEORGE'S HALL, CITY HALL, at 8.15 P.M., on FRIDAY, 27th January, 1907.

Seats (2s each) may be reserved at the ROBINSON PLANO CO., Ltd., Hongkong, January 14, 1907.

## THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on MONDAY, the 22nd January, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1906.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 19th January, to MONDAY, the 22nd January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELLTON HOOPER,  
Secretary to The Hongkong Land Investment and Agency Company, Ltd.,  
General Agents for The West Point Building Co., Ltd.,  
Hongkong, January 14, 1907.

## THE HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Building, on MONDAY, the 22nd January, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1906.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 19th January, to MONDAY, the 22nd January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELLTON HOOPER,  
Secretary,  
Hongkong, January 14, 1907.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship JAPAN.  
Captain J. O. Gurney will be despatched for Singapore, Penang and Calcutta, on TUESDAY, the 22nd January, at 8 p.m.  
For Freight or Passage, apply to  
D. SARGENT & CO., Ltd.,  
Hongkong, January 14, 1907.

## ECZEMA COVERED HEAD AND LIMBS

Could Not Rest Day or Night—Felt Miserable From Itching—Cured Before Using One Complete Set of the Cuticura Remedies—Now Says: "It Ought to Be"

## A HOUSEHOLD WORD THE NAME OF CUTICURA

"I broke out with eczema through getting a severe cold. I was covered on my chest, back and limbs for five weeks. I could not rest day or night. I took one of Cuticura Pills and used one box of Cuticura Ointment and one cake of Cuticura Soap. I was cured before I had used one set of the Cuticura Remedies. I read about the Cuticura in the papers. I thought what they had done for one they could do for me, but after I had used Cuticura Soap for a day or two I believed it was a perfect remedy for anything. It was given a trial. In fact, I scarcely believe I was cured in so short a time, but I felt much better and stronger than I did before taking the set of Cuticura Remedies. I shall not forget to recommend them to any one. I know what the Cuticura Remedies can do, there would not be so many doctor's bills paid, when you can get a cure at a trifling cost. It can be a household word, the name ought to be. I should like to tell you, before I conclude, the rash made me feel so ill. I itched so and how miserable I was. I used the Soap and Ointment and felt better after the third application. I consider them remarkable remedies, and if only people knew what they can do for them, they all would want to be free of them. I beg to say I never felt better than I do at present. T. Alfred Watson, Well House, Stockbridge, on Sheffield, Eng., Feb. 10, 1906."

## To-day's Advertisements

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 19th January, 1907, commencing at 2 p.m., at his SALES ROOMS, DODDLE STREET, SEVERAL COLLECTIONS OF VALUABLE POSTAGE STAMPS, (including some rarities).

Now on View.  
Catalogues will be issued.  
Terms—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, January 14, 1907.

## WANTED TO BUY.

COPIES of No. 8 of the New WEEKLY, covers not necessary; copies must be clean. 40 cents will be paid for acceptable copies.  
Send to "CHINA MAIL" Office, Hongkong, November 22, 1906.

## BEN LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP BENLARI.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

## FROM GLASGOW, LIVERPOOL AND STRAITS.

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP MADUFF.

FROM GLASGOW, LIVERPOOL AND STRAITS.

## CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the 31st inst., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, January 14, 1907.

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## SHIPPING.

## ARRIVALS.

January 12.

Bratley, British steamer, 2,510 A. Wallace, London and Singapore Jan. 1, General.

Gins, Liverpool Jan. 1, General.

Koh-i-noor, German steamer, 1,294 O. Rosinsky, Bangkok Dec. 29, and Swatow Jan. 11, Rice—Butterfield & Swire.

January 13.

Hatchley, British steamer, 1,287, A. E. Hodgins, Swatow January 12, General.

Douglas Swatow Jan. 12, General.

Maduff, British steamer, 1,882, J. B. Muir, Birkenhead November 24, General.

Douglas & Co., Ltd.

Peter, British steamer, 1,800, Hannab, Liverpool Dec. 2, General—Butterfield & Swire.

Sohu Maru, Japanese steamer, 1,110, T. Suruga, Shanghai via Fouchow, Amoy and Swatow Jan. 12, General—O. S. K.

Kong sei, German steamer, 1,116, J. Köhler, Bangkok via Amoy January 4, Rice and Timber—Butterfield & Swire.

Haiton, French str., 377, L. Anderson, Pakhoi and Huihow Jan. 12, General—A. R. Marx.

Hanang, British str., from Canton.

Ithaka, German str., from Canton.

January 14.

Empress of India, British steamer, 3,092, E. Beetham, R.N.R., Vancouver Dec. 26, and Shanghai Jan. 11, Mails and General—C. P. R. Co.

Yuenang, British steamer, 1,128, F. Mooney, Mattoon & Co.

Wong, British str., 1,127, Campbell, Whang and Ouhkang January 8, General—JANUS, MATTHEW & CO.

Wong, French steamer, 705, J. Pannier, Haiphong via Pakhoi, Huihow and Kwong-snow Jan. 13, General—A. R. Marx.

DEPARTURES.

January 13.

Arrow, for Newcastle.

Kuking, for Ningpo.

John Maru, for Swatow.

Progress, for Saigon.

Glenloch, for Amoy.

Hongkong, for Canton.

Amoy, for Manila and Hamburg.

Standard, for Saigon.

January 14.

Shanghai, for Canton.

Meifoo, for Shanghai.

Haikou, for Huihow.

Maduff, for Shanghai.

Pleiss, for Shanghai.

Huihow, for Kobe.

Yanango, for Kiangtze.

CLEARED.

Haikou, for Huihow.

Maduff, for Shanghai.

Pleiss, for Shanghai.

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## VISITORS AT HOTELS.

## HONGKONG HOTELS.

Mr. P. R. Adams Mrs. M. S. Gibson.